



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 12 December 2013

Subject: Lower Don Valley Cycle Route Improvements
Sheffield Road / Raby Street
Traffic Regulation Order - Consultation Results.

Author of Report: Andrew Marwood, 2736170

Summary:

To encourage more cyclists to use the 'Lower Don Valley (LDV) Cycle Route', various improvements have been developed for the section between Tinsley and the City Centre. One of the proposals involves creating a 'shared' footway on Sheffield Road.

This report presents the objections received following the advertisement of a Traffic Regulation Order (TRO) proposing waiting restrictions for Sheffield Road and Raby Street in Tinsley which will complement the proposed shared footway.

Reasons for Recommendations:

- The TRO will deter inconsiderate parking on the footway which is to become a shared footway for cyclists and pedestrians.
- The TRO will also prevent inconsiderate parking practices on Sheffield Road close to existing traffic islands
- The road safety audit undertaken for the proposed cycle improvement scheme recommended that inconsiderate parking practices were addressed before the scheme was implemented.

Recommendations:

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the waiting restrictions proposed for Sheffield Road and Raby Street.
- 7.2 Inform those who made representations accordingly.

7.3 Introduce the proposed parking restrictions as part of the cycle improvement scheme.

Background Papers: NONE

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
Cleared by: Matthew Bullock 21/11/2013
Legal Implications
Cleared by: Deborah Eaton 21/11/2013
Equality of Opportunity Implications
Cleared by: Ian Oldershaw 18/11/2013
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Tinsley
Relevant Cabinet Portfolio Leader
Leigh Bramall
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

LOWER DON VALLEY CYCLE ROUTE IMPROVEMENTS – SHEFFIELD ROAD / RABY STREET, TINSLEY:
REPRESENTATIONS MADE BY RESIDENTS IN RESPONSE TO THE TRAFFIC REGULATION ORDER CONSULTATION.

1.0 SUMMARY

1.1 This report sets out responses by officers to objections received in relation to the advertised Traffic Regulation Order (TRO) for parking restrictions on Sheffield Road and Raby Street in Tinsley. It is anticipated that the proposed double yellow lines will address current parking problems and complement the proposed shared cycle / footway in this location.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 The proposed waiting restrictions should improve visibility and accessibility for non-motorised users. It is anticipated that reducing the amount of inconsiderate parking will improve road safety, thus helping to create *'safe and secure communities'*

2.2 Removing footway parking will not only enhance the proposed link for cyclists and pedestrians to the LDV route but also to other facilities / amenities in the local area.

3.0 OUTCOME AND SUSTAINABILITY

3.1 It is anticipated that once the proposals are in place they will improve the link for cyclists between the residential area of Tinsley and the Lower Don Valley. The improvements will provide a safe link for all age groups to access the wider cycle network.

3.2 The proposed scheme will better manage parking machines in the area and improve road safety by removing inconsiderate parking at junctions and on footways.

3.3 Encourage healthier travel options by reducing reliance on cars.

4.0 REPORT

Introduction

4.1 The LDV Cycle path is a popular route with cyclists and pedestrians. While there are good links for pedestrians from Tinsley to the locks, currently the cycle route ends at Sheffield Road. This is a busy 'A' class road connecting Sheffield and Rotherham. The current access from the residential area of Tinsley is therefore considered unattractive for cyclists. The context for this scheme in relation to the LDV Cycle Path is shown on the plan in Appendix 'A'

- 4.2 To encourage more cyclists to use the LDV route various improvements have been developed for the section between Tinsley and the City Centre. One of these involves the creation of a shared footway (which cyclists and pedestrians can use) between Raby Street and the access to the cycle path adjacent to the Sheffield and Tinsley canal. The full proposals are shown in the plan included, Appendix A.
- 4.3 As part of the proposals it is essential that the footway and junctions are kept clear from parked vehicles to maintain access and visibility. Double yellow lines (no waiting at any time) have been proposed which would cover a section of Sheffield Road and its junction with Raby Street.
- 4.4 A road safety audit has been completed as part of the design process. During the site visit the audit team witnessed a number of dangerous vehicle manoeuvres and examples of inconsiderate parking, probably related to nearby facilities. An extract from the safety audit has been included in Appendix 'B' highlighting the main concerns.

TRO Consultation (August / September 2013)

- 4.5 A letter and plan of the proposals was delivered to approximately 40 properties on Sheffield Road and Raby Street. The TRO was advertised on street for a period of 4 weeks and detailed in the Sheffield Star.
- 4.6 During the consultation period a total of 2 e-mails and 1 letter of objection were received as well as a petition containing 44 signatures.
- 4.7 A summary of the main reasons for objection contained in the letter/e-mails and petition are as follows:

Letters and E-mails:

- 'Residents are already struggling to park outside their homes'.
- 'The amount of parking was dramatically reduced when Sheffield City Council approved the permission to build the offices across from Raby Street'.
- 'In favour of the cycle route but reject the proposals for double yellow lines as they will further reduce parking spaces for residents and the mosque'.
- 'Would like the Council to consider alternatives such as parking bays, widening the footways, introduce traffic calming, work with the office owners to allow parking on their land.'

Petition (44 signatures):

- 'Since the opening of the new offices on Sheffield Road which were given permission without any consultation to residents, parking for residents and the mosque has been dramatically reduced causing major problems for local people'.
- 'In support of the cycle improvements but not the double yellow lines'.
- 'Understand that cycling must be encouraged but there must always

be a reasonable balance where alternative parking arrangements can be provided, one suggestion being that the Council creates parking bays by purchasing land to widen the road.'

Officer Responses

- 4.8 While officers understand that parking at certain times can be difficult on Sheffield Road and Raby Street (especially at times when there is prayer / events at the mosque) this does not make obstruction of footways in the area acceptable.
- 4.9 The double yellow lines are only proposed in locations where vehicles should not be currently parking i.e. within 10 metres of a junction, on footways / build outs or causing an obstruction to through traffic as indicated in the Highway Code.
- 4.10 One letter indicates that the local Imam does remind people attending the mosque to park safely. However it is clear from recent site visits that this message is not being adhered to. The proposed double yellow lines would therefore enable the Council to take enforcement action to better manage parking practices in the local area.
- 4.11 There are currently no parking restrictions in front of or opposite the mosque, with the exception of a bus clearway. Forming laybys would not increase the number of spaces there. The purchase of private land would also add a significant cost to this relatively low cost scheme. This is a development site and is not likely to be acquired by agreement.
- 4.12 In addition to the cost associated with the implementation of further traffic calming, any further measures are considered to be beyond the scope of this particular scheme. Officers have only been asked to address the current challenges facing cyclists traveling between Tinsley and the LDV cycle route. The suggestions put forward by residents will however be added to the Council's scheme request list and investigated as part of the Council's parking improvements programme.
- 4.13 The business park / offices off Sheffield Road are privately owned and how the owners / managers choose to operate their car park is entirely up to them. This issue would not be something that the Council could influence and it is suggested that residents liaise directly with the owners / managers with any solutions / proposals.

Other Consultees

- 4.14 The emergency services and South Yorkshire Passenger Transport Executive were consulted on the proposals in August 2013. No objections were received.

Summary

- 4.15 The current link from the residential area of Tinsley to the Lower Don Valley cycle route is unattractive for cyclists. The proposed scheme seeks to improve this in the form of a shared footway / improved signing and crossing points.
- 4.16 To complement the scheme double yellow lines have been proposed to address current and prevent future parking problems. The parking issues have been highlighted as a concern by the road safety audit.
- 4.17 The double yellow lines have only been proposed where vehicles should not be parking according to the highway code. These have been met by significant objection from local residents.
- 4.18 Officers have been unable to resolve any of the objections and consider the alternatives put forward unfeasible or too costly for the budget available.
- 4.19 In the interests of road safety it is recommended that the double yellow lines are implemented as part of the cycle improvement scheme.

Relevant Implications

Finance

- 4.20 This scheme is one part of the proposed improvements to the LDV cycle route and is fully funded from the Local Sustainable Transport Fund (LSTF) main bid allocation. A sum of £350,000 has been allocated to this work to cover consultation, legal adverts and the phased implementation of the improvements for the whole route.

Equality

- 4.21 An Equality Impact Assessment has been conducted and concludes that the proposals are fundamentally equality neutral affecting all local people equally regardless of age, sex, race, faith, disability, sexuality, etc. However, some aspects will be positive, e.g. for the young, elderly and disabled as they improve access. No negative equality impacts have been identified.

Legal Implications

- 4.22 The Council has the power to make a TRO under Section 1 of the Road Traffic Regulation Act 1984 for reasons that include the avoidance of danger to people or traffic. Before the Council can make a TRO, it must consult with relevant bodies in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. It must also publish notice of its intention in a local newspaper. These requirements have been complied with. There is no requirement for public consultation. However the Council should consider and respond to any public objections received.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Officers have considered the possible alternatives put forward by residents to address parking concerns. For the reasons outlined in 4.8 to 4.13 officers consider that these are unfeasible and do not address the current / future problems associated with parking on footways.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 The TRO will deter inconsiderate parking on the footway which is to become a shared footway for cyclists and pedestrians.
- 6.2 The TRO will also prevent inconsiderate parking practices on Sheffield Road close to existing traffic islands
- 6.3 The road safety audit undertaken for the proposed cycle improvement scheme recommended that inconsiderate parking practices were addressed before the scheme was implemented.

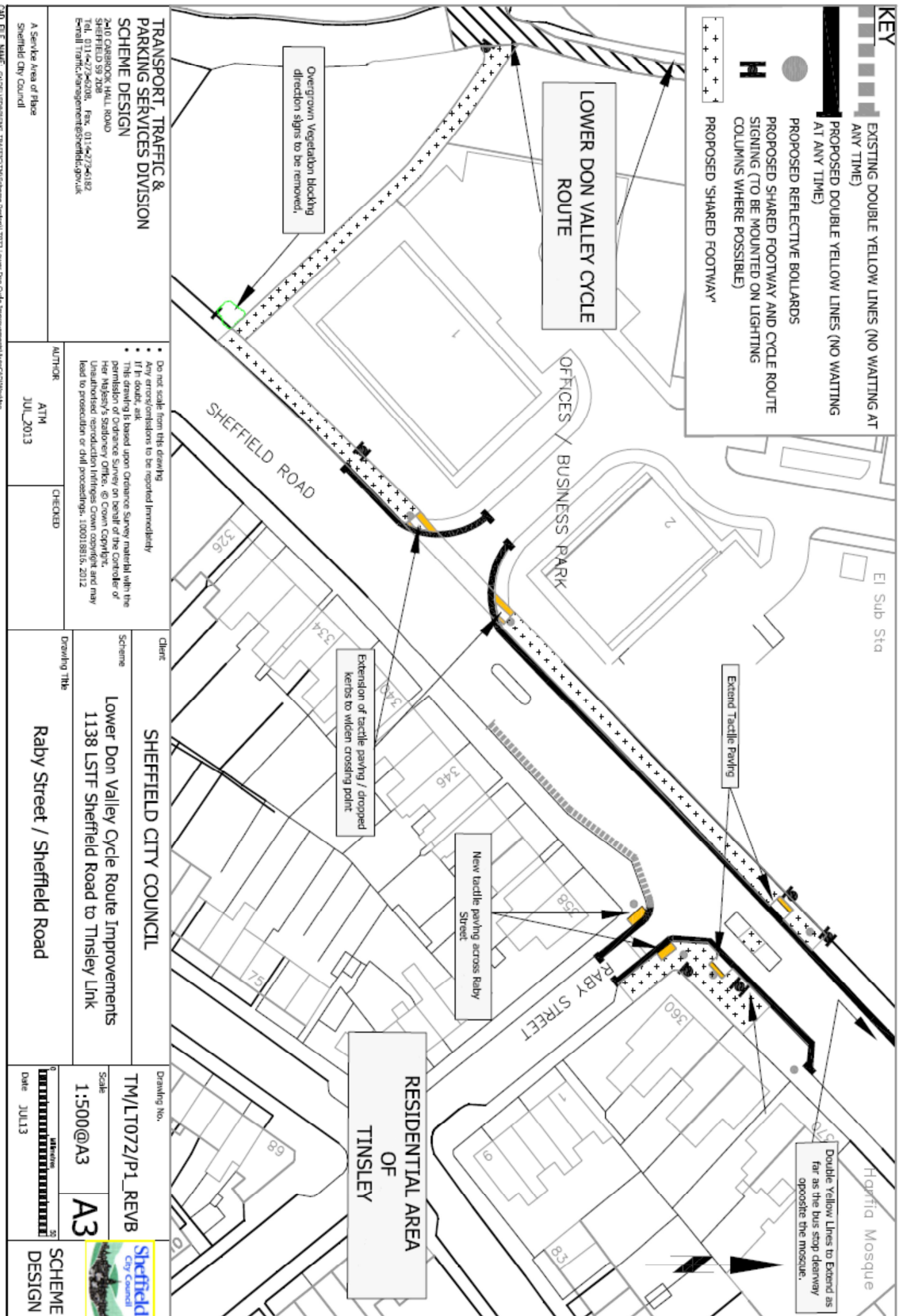
7.0 RECOMMENDATIONS

- 7.1 Make the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984 for the waiting restrictions proposed for Sheffield Road and Raby Street.
- 7.2 Inform those who made representations accordingly.
- 7.3 Introduce the waiting restrictions as part of the cycle improvement scheme.

Simon Green
Executive Director, Place

14 November 2013

APPENDIX 'A' - SCHEME PLAN



APPENDIX 'B' – ROAD SAFETY AUDIT EXTRACTS

4.1 PROBLEM

Locations: Appendix B – Footway parking around Sheffield Road / Raby Street junction

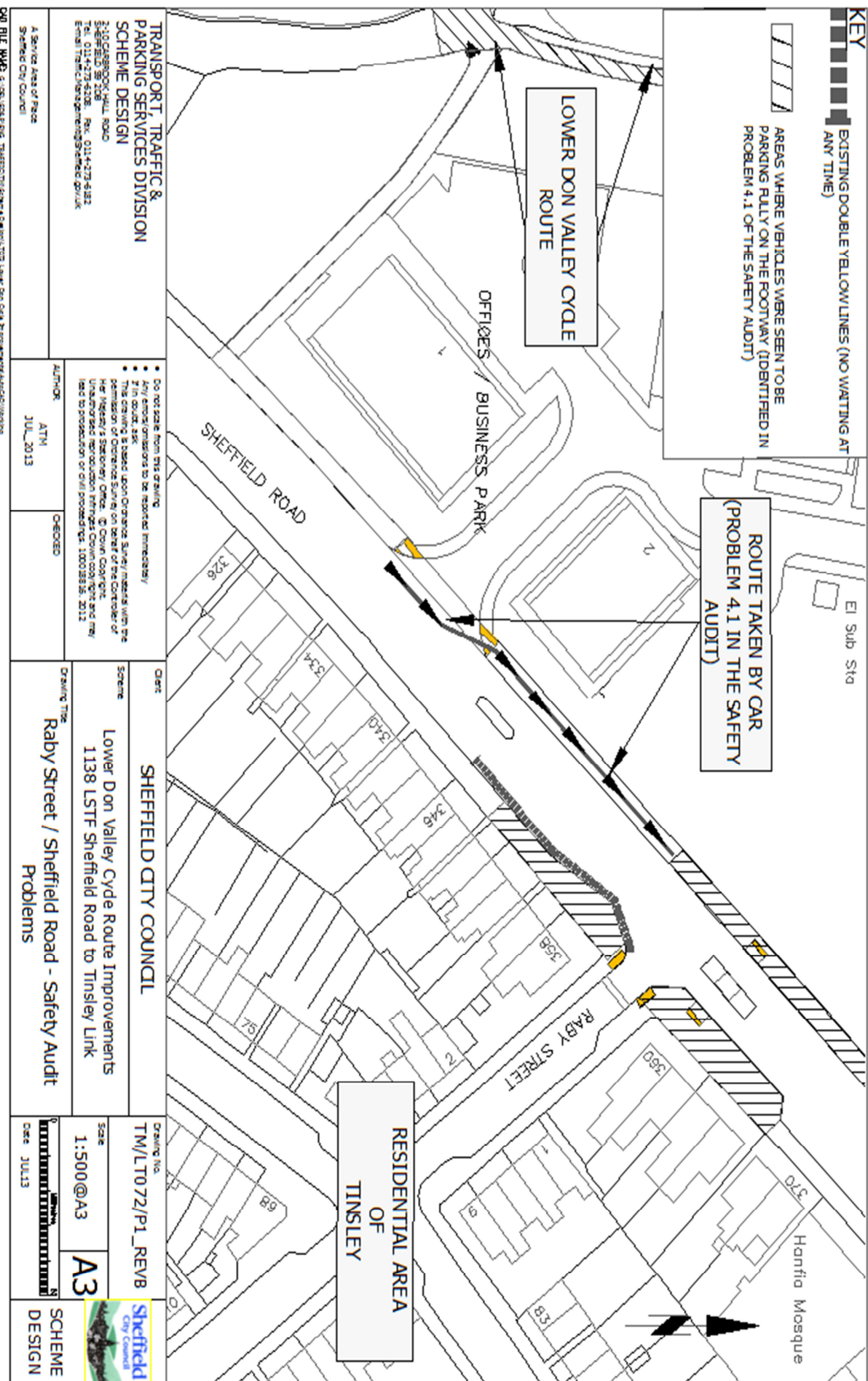
Summary: Existing footway parking is rendering footways and crossings along proposed route difficult to use and dangerous; shared use status will exacerbate problems further and prevent cycle access

The areas shown on the problem location plan indicate where footway parking was prevalent during the Audit Site Visit. Parked vehicles were rendering the existing route very difficult to use for pedestrians. They were also seriously inhibiting access to the crossing points through the traffic island, and across Raby Street. This parking continued despite bollards provided along sections of the footway (see fourth paragraph).

Pedestrian / Driver inter-visibility at the crossings of Sheffield Road and Raby Street was also seriously inhibited by these parked vehicles, presenting a serious risk of pedestrian accidents.

The addition of cycles to this route could only worsen the situation. Presently pedestrians can barely pass through some of the gaps; cyclists would find these even more difficult to negotiate. There would be a high risk of cycles colliding with parked vehicles, and of cyclists colliding with pedestrians over some sections of the route. Similar risks at the two crossing points would exist for cyclists as pedestrians.

Given the day and time of the visit (Friday, approximately 2.30pm), and given that a previous site visit on 2nd July did not identify a parking problem it is assumed that the parking is associated with the local mosque (Hanfia Mosque, 372 Sheffield Road) and is restricted to times when there is a call to prayer. Nevertheless, when such parking occurs it is extremely dangerous. During the audit visit, one vehicle in particular showed the extreme levels of disregard for the safety of NMUs that exists here. The writer witnessed the vehicle entering the north-western footway of Sheffield Road at high speed through the existing pedestrian dropped kerbs / tactile paving on the north-eastern side of the access to the office units. The car then travelled north-east bound at speed along the footway (behind the bollards; route as indicated on the plan), before braking hard and stopping behind another car parked on the footway. This is unacceptably dangerous.



TRANSPORT, TRAFFIC & PARKING SERVICES DIVISION SCHEME DESIGN

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- AUTHOR: ATM
DATE: JUL_2013
DESIGNER: GEORGE

Client: SHEFFIELD CITY COUNCIL

Scheme: Lower Don Valley Cycle Route Improvements
1138 LSTF Sheffield Road to Tinsley Link

Drawing Title: Raby Street / Sheffield Road - Safety Audit Problems

Drawing No: TM/LT072/P1_REV8

Scale: 1:500@A3

Date: JUL13

Sheffield City Council
SCHEME DESIGN

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